

## THE INHERITED CAR HAS DRAWBACKS

Especially True When Uncle Has Handed the Machine a Few Wallops.

I don't own one of them literary guys, but I got a story to tell them and they ain't no one else to tell it except the wife, and she ain't talkin' just now either to me or for publication. I'm not knockin' marriage as an institution, but I'll slip a little advice free for nothin' to you that ain't been foolin' yet. Don't you never let no girl marry you. If you feel you gotta settle down with a bunch o' stuff facin' you at breakfast for 365 days a year, why, you marry her. Do you get me?

Up to a couple months ago I was a fairly happy fella. I got a good job, knock out ninety a month and had 450 in the big iron safe of the First National, a beautiful bunch o' neighbors and was gettin' along bully. Now I eat breakfast alone, put up my own lunch, eat supper in a restaurant and sneak in like a burglar about 11:30.

We used to have the jolliest lot o' parties at the shack. The neighbors'd come in and we'd play pedro an' run and bring money in, pay night, and along about 10:50 we'd find the refrigerator and be sure to find a few bottles of beer and sandwiches. Now I ain't no neighbors, no bank account or nothin'.

I offer start this out real literary like, but I gotta spill it the only way I know how. I hear the hall by mistake when I got in the night that a ten round bout was scheduled, and I stayed long enough to hear him say that some boys were gonna acquire grates, and some have grates thrust upon 'em. It's the same way with automobiles. Some are born with 'em, some acquire them and some have 'em thrust upon 'em.

Naw, you got me wrong. I ain't jokin'. I don't mean when one bumps you. I ought to say some has 'em wished on 'em.

Mable, that's the wife, she says to me one night, "Bill, we oughta have a car." "Yeah," I shoots back, "somebody ought to be able to kick Jose Willard, but they ain't done it," and I goes on readin' the Police Gazette.

You can get a car for \$118 f. o. b. Detroit," she says again. "What does f. o. b. mean anyway?"

"You're peekin' at the bankbook, ain't you? I come back," and she says, "Run it under a fake license number an' steal your car and oil." I dunno what f. o. b. means. They wasn't makin' no sense when I went to night school. Guess it means "fool only buy." Forget it, kid, forget it."

"Well, mebbe we can afford one some time."

"Uh-huh, an' mebbe some season Cobb'll be under 200, and mebbe Freddie Welsh'll fight ten rounds for charity, and mebbe Cincinnati'll be a pennant, or even St. Louis since she coupled the bettin', you never can tell."

"You can keep yer ole money," she says, spiteful like, "but when your uncle in Virginia dies you'll see then."

"I never did fall for that rich uncle stuff, although you sprung it the first time I met you, and you hinted strong that he had one foot in the grave. All I can say is that I wish you luck and that the old gink don't keep changin' his feet."

I never did believe she had an uncle down there, but I was wrong on that dope, because she did. One day we gets a telegram, collect, that he was dead and that he had left his automobile to his dear niece, and the freight would be \$50, should they ship?

Mable allus thought she was better'n most folks, but before this she was friendly enuff with the neighbors. When the news came she began to put on a lot o' dog and to mourn about livin' in such a common neighborhood. They got some right away of course, and I can't blame 'em.

I drew fifty out of the bank and sent it down to pay the freight, because they wouldn't ship it until they had it. Now why? Mable said we had to have a garage, so I plunked out ninety more for one of them portable shacks what they stick in your back yard.

I got the bill of lading and went down to drive our car home. As soon as I set eyes on the darned thing I knowed why Uncle crossed. He did a shame. That automobile must a been built when Henry Ford wore short pants. It wasn't the first one made of course because if it had been there'd never been another one built. I got Jake Sweeney down to look her over and he must have talked with the cashier of my bank, because his cackleshuns come mighty close to the cursed thing into me now for 140, so I told him to break the bad news. He opened her up and said:

"The motor is in rotten shape and both cylinders is full o' carbon. About

forty dollars will fix that. You gotta have a new ring gear and pinion and a new axle shaft; oh, about sixty-two dollars. Then the transmission is on the bum and will cost about thirty to fix it. You can see the tires are all in, but I gotta putty good set I can let you have for fifty-eight. I'd put a new hood on her; you can get a ring line for six dollars, and then you'll have to have her painted, which will set you back twenty-five. I'll teach you how to run it for twenty, and then you'll be all right."

I ast him how much did she total and he's quick at figures for he come right back with the answer that it would be two hundred and thirty-one, but that he'd throw off the odd dollar.

I said, at right, I'd stand it. I says then, "Jake, man to man, what do you really think of this boat, honest? I ain't goin' to wench. I'll stand for the two thirty, but hand me the straight goods."

"Well, Bill," he says, "you oughta know, you've owned an awful bridge against her. Honest, that bunch o' junk is all wrong. It's got more loose nuts than Bloomington. The Timken Roller Bearing in it are the only things that ain't gone plum to hell. Those kids never wear out. They need adjustin', that's all."

Jake he fixed her up and showed me how to run it and I gave him his check for two hundred and thirty along with a mild cussin'. The next mornin' we go out to our garage and Mable climbs in and we start out, Mable holdin' her head high and not seein' any of the neighbors that she's borrowed and lent bakin' powder, vinegar and sugar with.

Right off the reel Miss Johnson's Alredale terrier comes a-barkin' at us. I tried to dodge him, honest I did, but it wasn't a lucky day for me or the dog. When I got stopped Miss Johnson has him up in her arms, but it ain't no use, and she wants \$15 right there. I thing she'd have compromised for ten if Mable hadn't been snubbin' her lately. I gives her the check and starts up again, but this time I throws the clutch in too sudden and Mable gives a shriek and grabs my arm. We turns and makes a dive for Mrs. Peters Bungle Low and weeps off one of the porch columns, and Mable takes a dive over the front and buries her nose in the geranium bed. We'd picked out another one o' her enemies and it cost

me thirty. Mable she goes back in the house and she won't ride till I learn how to drive. I sez, "O very well," and I starts down the pike alone.

She makes considerable smoke and a lot o' noise, but she hits about thirty and I begin to think mebbe she ain't so bad after all. Then the floor begins to get hot. I'd raise one foot till it got cool, then I'd not it down and raise the other. I finally thinks that something must be the matter, so I stops her and raises up the trap door. Say, them flames comes up like a volcano and in three seconds I ain't got no eyebrows. I steps back and watches her sizzle. A guy comes along and says: "Your automobile is burning up." I sez, "No, my friend, judge not too hastily by appearances. I just stopped here to fry me some ham and eggs, bein' hungry."

Another smart aleck rushes up and discovers that there's a fire. He heaves a brick through one of the glass fire alarm boxes and in about three minutes all the fire engines in the city is surrounding us. The crowd gettin' like it aches does, and the police a rabbitin' 'em to keep 'em back. A big cop hits me couple dozen clips on the chin and points further north before I explain that this is my fire and to let 'em all see it. Only not to let 'em get too close as they might smother it out. One fresh party had a patent extinguisher, but I busted it.

The firemen they hitch onto the hydrants and give her the juice, but all they save is the license tag and there ain't any rebate on that. One fellow looks her over and announces it a total loss. "Ain't there any hope o' havin' her repaired," I ast.

"No chance," he sez, "All you can do is to take the license number and have 'em build a new automobile around it."

"Thank Gawd," I sez, and I ketches a street car for home.

Countin' the license fee, the dog and Miss Peters Bungle Low porch column, Uncle's car cost me just four hundred and forty-six dollars, which is just what Uncle sed you could get a car F. O. B. Detroit. I got that F. O. B. puzzle now, it's "fine old body"—that's me.

All we save out the wreck is that salvaged radiator which will do fine for a hen house and Mable comes out mournin' for her rich Uncle.

By the Timken Axle Man.

## Boring Eighty-one Holes at One Time.



The factories of the Willys-Overland Company in Toledo, Ohio, readily show why it is today possible to buy for less money a better car than could be purchased several years ago, in spite of the advance in price of all material. Machinery of titanic proportions now cuts, pounds, drills and rivets automobiles with marvelous accuracy and speed, replacing the slower and more tedious hand work of other years.

On all sides the spectator at the Willys-Overland factories is flanked by mechanical units that have sprung into being since the public's discovery of the numerous uses to which an automobile can be adapted. He sees big machines that stamp out a pair of side rails from cold steel in three seconds, as though they were made of paper mache; he sees huge mechanisms that, at the push of a lever cut and press into shape steel radiator shells, fenders, drip pans, in astounding quantities.

In the heavy machine department is an automaton grinding and boring away with a skill and precision surpassing that of the most ingenious artisan, and with the speed of a score of such workmen. An output of the size of the Willys-Overland Company has made imperative this invention. This machine removes twenty-four pounds of cast iron in twenty different operations on a flywheel in less than fifteen minutes. The workman sets in the rough flywheel, which is held in place by air pressure, and pulls a lever. The machine automatically adjusts nine sets of tools in turn. Every tool is fixed so that there can be no mistake in the trimming of the flywheels. Each one is cut accurately to the very last scraping.

One workman can feed three such machines. In the earlier days of the industry these same operations were performed by half a dozen machines in several hours time.

Another mechanical revelation caused by quantity production is a multiple spindle drill that at one operation bores in their proper places 81 holes in an aluminum crank case.

At every turn are evidences of the strides made by mechanical equipment in an effort to keep pace with a demand that requires in 1917 more than 200,000 cars, already contracted for by Willys-Overland dealers all over the world.

**EXPLAINS STANDARD'S POWER.**

One Horse-power for Every Forty-two Pounds.

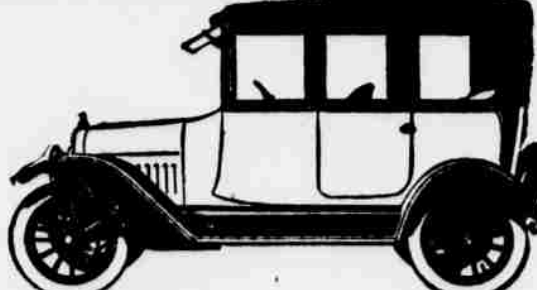
"During the last few weeks I have had more automobile men in my show room than ever before," says Sydney Duffy, president of the Duffy Motor Corporation, distributors for the Standard Eight. "These gentlemen have come to, many of them mystified. They have heard of the remarkable hill performances and have been wondering how we have developed such high power in our 1917 model."

"Our exclusive magnet equipment is, of course, of great assistance in this particular. It is almost as good as an extra cylinder."

"The real secret of our success, however, lies in the fact that while we have the standard kind of a chassis we have the ability to design our car so as to have one horse power for every 42 pounds. This is less weight per horse power than any other 'eight,' or in fact any other high grade car before the American public to-day."

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## PLAUTIFF TELLS HOW FORD DOES IT

Ford Car an "Engineering Feat" That Gives Unusual Dividends in Service.

Somewhere the other day, after reading that the Ford Company had sold 329,817 cars since August 1, 1916, went to Gaston Plautiff, manager of the big Ford branch in Long Island City, and said: "How do you do it?" The same question is in the minds of thousands of persons who marvel at the sales of this great company.

"The answer is that Henry Ford has performed an engineering feat in building the Ford car," Mr. Plautiff replied. "The initial cost is low. Use of the best quality of steel in the world makes that possible. Observe the way its little motor is hitched up to track makers so that it may tug one ton trucks all over creation. That explains why Ford owners get there when others fall. Ford owners are satisfied owners because the car delivers such unusual dividends in service."

"The world judges a man by his investments—by the evidence of good sense in investing his money to bring the greatest return. In his purchase of a Ford car your Ford owner has combined every factor of a good investment—low initial cost, small expense of upkeep, least depreciation, and largest returns in service. He finds that he is getting every bit of motor car performance possible with several distinctive advantages of Ford construction."

"One of the foundation stones upon which the success of the Ford car has been built is 'absence of doubt.' The man who buys a Ford buys a known quantity—a car that has proved itself in practically every service and under every condition where an automobile can be used, a car that he can depend on in every circumstance. Built of honest material on an honest design, sold at an honest price with the assurance of honest performance. These features combine to make the Ford a better car at a lower price."

"This season has seen the greatest forward step in the evolution of the automobile since Henry Ford built the Model T Ford motor, namely, the liberation of the motor car from the bog of seasons and its recognition in the proper sphere as a vehicle for service all the year around."

"The recognition has come gradually and in increasing measure each year. Motor cars generally range themselves into three classes—those operated solely for business, the cars which are put to commercial use during business hours and are used for pleasure during leisure and those cars which are strictly pleasure vehicles."

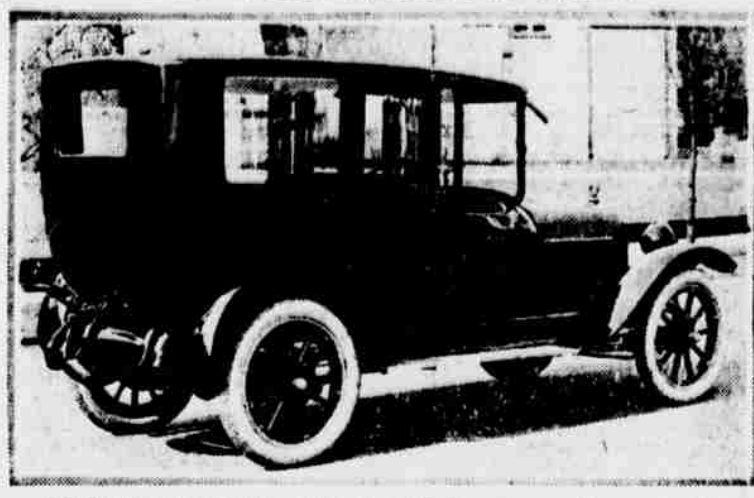
"The first class of users were the foremost to adopt the automobile for year around service. The demonstrated value of the car in business and its proved profit making qualities were too great to be sacrificed under stress of weather. So each year the experiment of operating the cars the range of utility of the car has been continually widened. So with the exception of that territory where weather conditions are most severe business concerns are using their automobile equipment the year around for both city and country travel."

"This use of the motor car has been just as logically adopted by these two other classes of owners, and to-day the buyer of a pleasure car orders as readily in February as in June."

"The extraordinary demand for Ford cars which has continued during the last year has seen no slackening during the winter months, and prospective buyers of Ford cars are placing orders now to avoid the rush of demand and resulting scarcity of cars which will inevitably mark the coming season."

"I cannot impress too forcibly upon the minds of prospective purchasers the importance of getting their Ford car now. One can get delivery now, but future deliveries cannot be guaranteed for any specific date."

## New Velie Limousine Here.



Comparing favorably with the finest carrosserie, several new Velie limousines selling for \$3,250 apiece, have arrived in town and are being exhibited in the showrooms of the Garland Automobile Company on Broadway at 62d street. These cars are richly upholstered in whipcords and stripings of popular coloring. The windows are unusually large and there is a compact and substantial appearance to the models that suggest great comfort and power. The tardiness of carriage builders made possible these offerings at this time.

## NASH OUTLINES PLANS FOR JEFFERY

With Some Refining Touches the Car Will Remain the Same in 1917.

An official statement has been made by C. W. Nash, president of the Nash Motors Company, that a large production order has been issued on the Jeffery certain changes and refinements, the production of this particular model. The Fourty Motor Car Company is distributor of the Jeffery in this territory.

Some slight changes have been made in this decision, states that since his purchase of the Jeffery plant he has examined the construction of the Jeffery Six in every detail, and put it to every test of machine shop and road. These tests, he says, convinced him that the Jeffery Six is one of the best motor cars made in this country.

Mr. Nash, in outlining his reasons for

which Mr. Nash says have still further improved this car.

In reviewing some of the points of Jeffery Six construction Mr. Nash says: "I have been in the business of building and selling carriages and motor cars for some twenty-five years. But I can say frankly that I had never known a car that was better constructed than this Jeffery Six."

"I have personally inspected this car in every detail. Some of the things which I learned about it surprised me. For instance, it has more alloy steel in its make-up than most American cars. Alloy steel is a superior material because of its great strength and resistance to wear. But because of its great toughness it is difficult to machine. It is also much more costly than ordinary carbon steel."

"Another unusual feature about Jeffery Six construction is the fact that nothing but the best grade white ash is used in the bodies."

"After I had sat myself on the various points of construction I tested this car for performance, driving it over every kind of road. I found that it was extremely flexible, that the 52 horse-power motor permitted a range of speed on 'high' from two to sixty miles an hour."

"Then I called our engineering staff into a conference and we went over this car together. We saw where we could make a few slight refinements which would make it a still better car. These improvements have all been made, and I am sincere when I say that I think the Jeffery Six is one of the best cars built in this country to-day."

"We here at Kenosha are so well pleased with the improved Jeffery Six that we have decided to continue its manufacture throughout the present season. In fact, we are even increasing the production of this particular model."

The Fourty Motor Car Company is distributor of the Jeffery in this territory."

## Case Tourabout for Four.



The Stewart Automobile Company of 225 West Fifty-seventh street has just received this smart model. It sells for \$1,350 fully equipped.

# Two Power Ranges

## To Maximize Your Enjoyment Yet Minimize Your Expense

**THE PEERLESS Eighty Horsepower Eight** is a car of "dual personality." It has two distinct power ranges—each highly desirable for its particular purpose.

You can have tremendous power and abundant speed when and where you want it, without the excessive cost in operating the superpowerful car in ordinary driving. These great advantages have never before been offered in combination. They have been available only in two cars of entirely different and opposite types.

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This is the "loafing" range for your every day requirements and your motor is operating on half rations—consuming so little fuel as to put many lesser powered cars to shame—most sizes, even many fours.

But open the throttle a little wider to release the double poppets.

Now you have a brute of a car of utterly changed character.

With the "sporting" range in action she has the superpower and thundering speed to cope with any emergency, to contend with any of the other master cars of the day.

A ride at the wheel of a Peerless Eight will show you a wider range of performance than you have ever before found in any one car. Let us explain the double power range to you. We will gladly demonstrate.

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Sporting Roadster	\$2250
Coupe	\$2750
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